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ESTABLISHED 1857

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FOR 1910

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No. 16,190. 號十九百一千六萬一第 日四初月二年二統宣 HONGKONG, MONDAY, MARCH 14th, 1910. 一拜禮 號四十月三年十一百九千一英港香 PRICE, \$3 PER MONTH.

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A strong British Corporation Registered
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ton, Macao
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ton, Macao
a1472] ALEXANDRA BUILDING, HONGKONG.

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1491]

DR. M. H. CHAUN,
DENTAL SURGEON,
35, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [a564]

SUN TING
SURGEON DENTIST,
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [11223]

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7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9.00 p.m., 2.45 to 11.15 p.m.
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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General Managers.
Hongkong, 1st April, 1909. [11260]

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The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal Life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

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PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.
5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products
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Properties and at the true value of a Genuine Disinfectant Fluid.

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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused admission.

INTIMATIONS

E. B. R.
1910-11

SEALED TENDERS in duplicate will be received at the R.N. Hospital until 10 A.M. on 21st March, 1910, from persons desirous of supplying Broom, Mutton, Fowls, Pork, Bacon, Cheese, Fresh Cow's Milk, Sago, Wattle, Lard, and other provisions, and necessaries for the year ending 31st March, 1911.
Sealed Tenders in duplicate will also be received for COAL (Aralake and Yubari). Printed forms of Tenders and further particulars can be obtained at the R. N. Hospital.
The right to reject the lowest or any Tender is reserved.

Wm. TAIT, Deputy Inspector General.
R. N. Hospital, Hongkong, 11th March, 1910. [390]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE COMMITTEE has decided that the following shall be the Settling Days for 1910:
TUESDAY, 29th March.
FRIDAY, 29th April.
TUESDAY, 31st May.
WEDNESDAY, 29th June.
FRIDAY, 29th July.
TUESDAY, 30th August.
THURSDAY, 29th September.
SATURDAY, 29th October.
TUESDAY, 29th November.
THURSDAY, 29th December.
By Order of the Committee, THOS. I. ROSE, Hon. Secretary.
Hongkong, 11th March, 1910. [389]

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A perfect preservative stain for Wood, Stone and Brickwork.
It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.
"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.
In Drums and Barrels of Various Colours. Prospectus and all further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong, Sole Agents.
Hongkong, 8th December, 1909. [1494]

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DEALERS in Canned Goods of every description, from the most famous European and American Manufacturers.
Suppliers of all kinds of Provisions to Cantons, Clubs, Hotels, Steamers and Families. Prices charged exceedingly moderate, and orders executed at any time at short notice, with most careful attention and promptitude.
Hongkong, 8th March, 1910. [378]

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PORK SAUSAGES

BEEF SAUSAGES

AND COOKED HAM.

THE DAIRY FARM CO., LTD.

Hongkong, 15th January, 1910. [42]

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Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
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Every Comfort.
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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a208]

"KINGSOLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD.

Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting green and fine stabling for horses.
a37] Proprietress, Mrs. G. SACHSE.

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STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a336]

"BOA VISTA" HOTEL-SANITARIUM OF SOUTH CHINA.

MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desirous for a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
a213] THE MANAGER.

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Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

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WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital ... \$6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,215,500 0 0
II. Fire Funds ... 3,294,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 15th January, 1909. [508]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION, LIMITED.

is prepared to extend the benefits of its well-known "Home" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars, apply to—
W. G. HUMPHREYS & Co., Agents.

Hongkong, 15th January, 1910. [187]

INTIMATION

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LIMITED.

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WATSON'S
VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. PORTER & Co.'s

BULL DOG
BRANDGUINNESS' STOUT
IN PINTS & SPLITS.A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

(25)

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PANGS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 104, DES VEAUX ROAD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 14TH, 1910.

THERE is, as yet, no finality about the estimates of the cost of constructing the British section of the Kowloon-Canton railway. First of all there was "a very rough estimate," as it has subsequently been called, amounting to \$5,058,274; then, when a chief resident engineer was sent out to begin the actual work of construction, he furnished a detailed estimate, which amounted to \$8,003,642, but it did not include any provision for rolling stock or workshops. Six months later the engineer submitted another estimate which made provision for rolling stock (\$409,000), but still it did not include anything for workshops. That estimate amounted to \$9,860,263. Twelve months later workshops estimated to cost \$60,000 were included, but the total of the estimate had risen to \$11,004,128; and the latest calculation, presented to the Legislative Council last week, amounts to \$12,871,495 (not to mention the odd forty-five cents), that is to say, an increase of \$1,867,367 over the estimate prepared by Mr. Lindsay's predecessor. This excess, it is explained, is mainly due to the inclusion of interest and loss on exchange amounting to \$913,922.67, which has not appeared hitherto in the Estimates. Interest and loss on exchange should certainly be charged to the railway instead of to the current revenue of the Colony, and it is very extraordinary that interest, at least, should not have appeared in the railway estimates before. Of the sum of \$913,922, which is mentioned as representing interest and loss by exchange, we see from the

detailed statement that \$718,922.67 is on account of interest and \$200,000 is estimated as loss on exchange. When, at the next meeting of the Council, the resolution is moved for the amount of money which is to be spent during the coming year, we suggest that a little information in regard to this loss on exchange would be very welcome. We observe, for instance, that \$68,229.01 is set down as covering exchange losses on an expenditure of \$9,617,499 to December 31st, 1909; while the anticipated loss by exchange on the remaining \$2,784,000 is no less than \$136,770.99. We take it that the explanation of this is that the estimated cost of plant and material purchased at home was based on a much higher rate of exchange than that now prevailing, and that it is in the current year that the sterling payments will be heaviest. On the other hand, the railway loan is in sterling, and as there has been a drop of 4d or 5d in the exchange rate since the loan was arranged and the original estimates framed, there has presumably been a gain by exchange on remittances made to the Colony for the purposes of local expenditures in silver. As this feature of the financial statement is the one which seems to be most discussed, and few if any clearly understand it, we mention it as an item which will bear elucidation at the next meeting of the Council. We pass on to note that, apart from the items of exchange and interest, the present estimate exceeds the one presented twelve months ago by \$458,448, although in the revision which has taken place in the interval a saving of \$139,998 has been effected on station buildings, which are now to be in the nature of temporary rather than permanent constructions. We gather from the statement made by H.E. the Governor that there is some possibility of this excess being either wiped out or doubled in the next estimates, according to the scheme for the terminal station selected by the Secretary of State nominally, but in reality by the Consulting Engineers to the Crown Agents. Mr. Lindsay has proposed a scheme which will decrease the estimate for land by four lakhs, while, on the other hand, if the station is to be erected on land recently resumed, His Excellency told the Council the cost would probably be increased by the same amount. The reply to previous criticisms regarding the unexpectedly heavy cost of the undertaking is that it is not excessive, in view of the work done; that some of the land reclaimed, and now debited to railway account, will be used for other than strictly railway purposes and should prove a valuable asset to the Colony, and there is added the consolation that the re-alignment made after a careful survey of the original line has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. As a contributor remarks in another column the Colony has bought experience as well as a railway line.

Incoming vessels report rough weather outside.

The appointment of Mr. M. Slade as K.C. is notified in the Gazette.

Mr. Ramsay, an engineer on one of the Douglas steamers, died from an attack of smallpox on Saturday at Swatow.

The Ministry of Education proposes to ask for permission from the Throne to enforce compulsory education in the Empire, as an experimental measure.

Rules made by the Governor-in-Council under the Merchant Shipping Ordinance for the examination of engineers in the mercantile marine are published in the Gazette.

The Police Magistrate's Department is excluded from the operation of the Public Holidays Ordinance on the 26th March, 28th March, 16th May, 1st August and 26th December, and 2nd January, 1911.

The case concluded before Mr. J. B. Wood at the Magistrate's last week and in which two Chinese were charged with obtaining a sum of money from Mr. John Hastings by false pretences. His Worship committed the defendants for trial.

The regulations issued by the Director of Agriculture, Manila, for the handling of domestic animals imported into the Philippine Islands are published in the Gazette. Animals found affected with rinderpest will immediately be killed.

It is stated that the Chinese Government will take the opportunity occasioned by the Russian protest against the deposition of the Dalai Lama to dismiss the Assistant Resident Wen Tsung Yao, who is remembered in Hongkong as a Queen's College boy, and as Tsai Tai Wai of Canton.

The mean temperature during February was 60.0, which is less than the mean (62.1) for the same month in the previous twenty-five years. The rainfall during the month was only 0.05 inches, but the sunshine was 141.2 hours, which is a big advance on the 87.3 hours which is the mean for the previous quarter of a century.

Mr. and Mrs. Douglas Robinson and their family are guests of H. E. Sir Frederick Lugard at Government House. Mrs. Robinson is a sister of Mr. Theodore Roosevelt.

It is announced in the Gazette that H.E. the Governor has appointed Mr. F. Mallard to be a Visiting Justice to the Po Leung Kuk vice, Mr. A. Dryer, who has resigned.

Mr. J. Alfred Fisher, the general manager of the United Asbestos Company, Limited, has requested the Times to state, regarding the report of this company's meeting (recently reproduced by us), that the reference to him as future managing director of the Amalgamated Company should have read "future joint managing director," with Mr. Charles S. Bell, of Bell's Asbestos Co. (Limited).

H.E. the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 1 of 1910.—An Ordinance to amend the Pension Ordinance, 1862. Ordinance No. 2 of 1910.—An Ordinance to further amend the Liquor Ordinance, 1909. Ordinance No. 3 of 1910.—An Ordinance to regulate the Law as to Oaths, Ordinance No. 4 of 1910.—An Ordinance to amend the Official Signatures Fees Ordinance, 1888.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Edinburgh Morningstar Congregational Ch. S.S.	\$90.94
Sincere & Co.	23
Ma Ying Pure	20
L. E. M.	10
Soares & Co.	1
Udvarp & Co.	1
Dr. M. H. Chau	5
H. B.	5

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinance No. 38 of 1909, entitled—An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion. Ordinance No. 42 of 1909, entitled—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903, and the Wireless Telegraphy Ordinance, 1909. Ordinance No. 43 of 1909, entitled—An Ordinance to amend the Order and Cleanliness Ordinance, 1867. Ordinance No. 44 of 1909, entitled—An Ordinance to amend the Stamp Ordinance, 1901.

SIR FELIX SEMON IN HONGKONG.

Sir Felix and Lady Semon were among the passengers of the outward bound N.D.L. steamer, *Albatross* last week and are staying at Government House.

Sir Felix Semon, K.C.V.O., is the distinguished throat specialist and a physician extraordinary to H.M. the King. He was born at Dautsch, Prussia, in 1849, and educated at Berlin, Heidelberg, Vienna, Paris and London (St. Thomas). He studied medicine in Germany, 1868-75. His studies were interrupted by the Franco-German war, in which he took part as Volunteer in the 2nd Ulans of the Prussian Guards, and was present at the battles of Amiens, Bapaume, St. Quentin, the sieges of Metz and Paris, and he has the Franco-German war medal with five clasps. Having finished his studies at home he travelled to Vienna, Paris and London. In London he was attached first to the Throat Hospital in Golden Square, later to St. Thomas's Hospital, and held the post as Physician for Diseases of the Throat at that hospital from 1882-97. He was one of the founders and for three years the President of the Laryngological Society of London. Sir Felix is now Consulting Laryngologist to the National Hospital for Epilepsy and Paralysis, Queen's Square, London.

Besides being a Knight Commander of the Victorian Order, Sir Felix is a Knight of the Order of the Prussian Crown (2nd class) and of the Red Eagle (3rd class); he is also a Commander of the Order of Isabella la Católica; a Grand Officer of the Medjidie, and the Grand Cordon of the Star of Zambirar has also been conferred upon him.

HOLIDAYS.

It is notified in the Gazette that the following public and bank holidays will be observed as Government holidays:—

PUBLIC HOLIDAYS.
Good Friday, 25th March.
King's Birthday, Wednesday, 9th November.
Monday, 26th December.
Monday, 2nd January, 1911.

BANK HOLIDAYS.
Easter Monday, 28th March.
Whit Monday, 16th May.
Monday, 1st August.

PUBLIC AND BANK HOLIDAYS.
Victoria Day, Tuesday, 24th May.
It is also notified that H.E. the Governor has been pleased to appoint, under the provisions of Section 3 of Ordinance No. 2 of 1875, Saturday, the 26th March, 1910, to be observed as a public holiday.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Kohu Maru* on Saturday, the 12th inst., and is due here on or about Monday, the 14th inst., at 6 p.m.
The P. & O. S. str. *Despatch* left Singapore for this port on the 12th inst. at 9 a.m., with the outward England Mail, and is due here on the 17th inst., at about 6 a.m.

The Danish str. *Galaxy* left Singapore on Friday, the 11th inst., at p.m., and may be expected here on or about Friday, the 18th inst.
The N.Y.K. str. *Ceylon Maru* (Bombay Line), left Bombay for this port via Singapore on the 11th inst., and is expected here on the 29th inst.

The I.G.M. steamer *Colleen* left Sydney on Saturday, the 12th inst., at 2 p.m., and may be expected here on or about Sunday, the 6th April.

TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

THE DALAI LAMA'S REQUEST TO CHINA.

PEKING, March 13th.

The Dalai Lama has asked China to send a commission to Lhasa to inquire into his alleged misconduct, and into the circumstances leading to his flight.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

CANADA'S NAVAL PROPOSALS.

LONDON, March 12th.

After debates extending over several weeks, the House of Commons at Ottawa has passed the second reading of the Bill for building a local Canadian Navy, rejecting by 129 to 74 votes an amendment moved by Mr. Borden to contribute two Dreadnoughts to the British Navy. It refers to the naval policy to the people.

MANCHESTER'S RECEPTION OF MR. PATTEN.

LONDON, March 12th.

The American cotton operator, Mr. Patten, while visiting the Royal Exchange at Manchester, was hustled out of the building by a hostile crowd. He took refuge in a shop and, protected by the police, escaped in a cab.

A CATASTROPHE IN WALES.

LONDON, March 13th.

A dam has burst in the Rhondda Valley and the village of Blaedydach has been flooded.

A number of houses have been destroyed and six persons drowned.

PRUSSIAN FRANCHISE BILL.

LONDON, March 13th.

Despite the opposition of the entire Left, the Prussian Chamber has adopted the Centre Conservative compromise on the Franchise Bill, maintaining indirect voting, but introducing a secret ballot in preliminary elections.

AMERICAN-JAPANESE RELATIONS.

LONDON, March 13th.

Count Komura, the Japanese Minister for Foreign Affairs, has cabled to the "New York World" stating that he is convinced there is nothing in the relations between America and Japan that need cause real uneasiness. Their Far Eastern interests were not inconsistent or antagonistic, and war between the two countries would be a crime without excuse or palliation.

THE HONGKONG UNIVERSITY.

The programme of the laying of the foundation stone of the building by His Excellency the Governor on Wednesday is as follows:—At 4 p.m. H.E. the Governor will be met at the gate by Mr. Mody and Members of the University Committee, and conducted to the Platform. Mr. Mody will make an address and H.E. the Governor will deliver an address. The stone will then be laid, the Band will play the National Anthem, and this will conclude the ceremony.

By kind permission of Colonel Prior and Officers the Band of 13th Rajputs will play during the afternoon.

To celebrate the occasion Mr. Mody has very kindly arranged for guests to be presented with a programme of the University scheme, coloured plans of the buildings and a photographic reproduction of the architect's drawing of the finished edifice.

The Electric Traction Company have kindly consented to run special cars in connection with the ceremony for 1st class passengers only.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Fair Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A.S. Watson & Co., Ltd., Sole Agents, 145.

COMPANY MEETING.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

The twenty-third ordinary annual meeting of shareholders of the Hongkong and Kowloon Wharf and Godown Co., Ltd., was held at the office of Messrs. Jardine, Matheson & Co., Ltd., on Saturday. The Hon. Mr. J. W. Grasson presided, and there were also present: Sir Paul Chater, Messrs. H. A. Siebs, J. Bandow, C. S. Gubbay, E. G. Barrett, J. W. C. Bonnar, E. Shollin, A. S. D. Conland (Directors), Hon. Mr. E. Osborne (Secretary), Messrs. W. H. Wickham, H. W. Looker, P. C. Potts, D. H. Silas, E. Packham, E. J. Chapman, T. F. Hough, A. Dryer, Capt. Unsworth, and P. R. Woolf.

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—I propose with your consent to take the Report and Accounts as read. There is little in connection with last year's working that calls for special comment, beyond the disagreeable fact that for the first time in 24 years, our establishments proved to be too large for our business; in consequence of which we had to close several godowns, reduce our staff, and generally to cut down expenses by nearly \$36,000; and if business does not improve during the current year, still further economies will have to be effected. The fact is, the Colony's storage accommodation far exceeds its requirements, with the result that competition has brought rents, more especially at West Point, to an unprofitable level, and until the surplus godowns disappear or the volume of imports increases, I see no hope, under our present scale of charges, for any substantial improvement in storage revenue. The typhoon of 1906, which you will remember destroyed the wharves and damaged our buildings, launches and lighters, necessitated an increase of capital of a million dollars to meet expenditure which was necessary to enable us to carry on work, and on this increased capital it is difficult to see how we are to earn an adequate return if our present scale of charges is adhered to. We look, of course, for the expected revival in business to do much for us, and we have hopes that railway development will bring about great changes at Kowloon; but even so, the results of the last few years' working indicate very clearly that a revision of our tariff is justified under the circumstances. If any further information is desired I shall be pleased to afford it.

There were no questions, and the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. LOOKER.

Messrs. C. S. Gubbay and E. G. Barrett were appointed directors, on the motion of Mr. CHAPMAN, seconded by Mr. SILAS.

The appointments of Messrs. H. A. Siebs and J. Bandow to the Board were confirmed, on the motion of Mr. HUGHES, seconded by Capt. UNSWORTH.

Mr. WICKHAM proposed, and Mr. PACKHAM seconded, the reappointment of Messrs. W. H. Rotts and A. O'D. Goudin as auditors. Carried.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants can be had on application on and after Monday.

THE "CLEVELAND'S" TOURIST PARTY.

ARRANGEMENTS FOR THE VISIT TO CANTON.

The *Cleveland* with Clark's second tourist party, numbering nearly 800 persons, is expected to reach Hongkong at midnight, and the great liner will probably remain here four days. Mr. William Farmer, proprietor of the Victoria Hotel, Canton, and the Macao Hotel, is on this, as on the previous occasion, solely responsible for the arrangements made for the tourists while they remain in this district.

There has been some trouble over the arrangements for the tourists to visit the City of Canton, a visit which the previous party ranked as one of the most interesting of the whole trip. On this, as on the last occasion, the authorities at first pleaded that they feared the influx of so large a number of visitors into the city—needing for their conveyance a whole army of chair-bearers—might lead to trouble. On the last occasion, however, some 1,400 carriers went through the city without the slightest molestation, and now, as a result of firm insistence of the right to visit the City, official sanction has been obtained.

We learn from Mr. Farmer that the *Cleveland*, when she arrives, will anchor in Kowloon Bay. Through the courtesy of the C.P.R. Coy., arrangements have been made for getting into wireless communication with the *Cleveland* as she approaches Hongkong, so that the hour of her arrival may be known in good time.

The tourists will go to Canton in five sections of 100 each and two of 125 each. The first section will leave by the *Kinshon* at 6 a.m. to-morrow and return the same night. The second section of 100 will leave by the *Fadahan* and stop over the night. The transport of the remainder of the tourists.

BANDMANN OPERA COMPANY.

The Bandmann Opera Company will arrive by the English Mail s.s. *Deceba* next Thursday and will open their season in Hongkong the following night with a production of the great London success "The Arcadians." As there is certain to be a big rush to see this piece readers would be well advised to book early. The plan is now open at Messrs. Montrose's.

RANDOM REFLECTIONS.

Winter is dying hard. There has been a cold bite in the wind during the past week.

By the end of this month we shall be able to swear as we please. Perhaps it will be more explicit if I say that we can have the oath administered in Court in any form we choose, as the new Oaths Act will come into operation then.

The discussion of this Bill served to illustrate how "old custom" has as strong a grip on the Occidental as on the Oriental. Although the enactment under notice introduces a wholesome change in the manner of administering the oath, yet the oath remains practically the same as before. The Colonial Treasurer thought the occasion was one which gave opportunity for making material alteration in the oath itself, but his point of view did not commend itself to his colleagues. Of course it would not be respectful for a fledgling Colony like ours to improve on Home methods. Snacks too much of teaching the grand maternal relative to suck eggs.

Why was the date when the Bill should come into operation changed from the 1st of April to the 31st March? Was it because the Ordinance would be regarded as a joke?

If the Oaths Bill does nothing else than make people more honest in taking the oath it will accomplish some good. As the Hon. Mr. Hewitt confessed, he had never kissed the Bible, and many people only make a pretence of doing so, some simply putting their lips to their thumb. The opinion was expressed that the kissing was immaterial, but I remember a coroner at Home who threatened to commit a witness for contempt because he had kissed his thumb instead of the Book, and he insisted upon the oath being repeated a second time and seeing that the man properly kissed the Book.

It must have been amusing at the Legislative Council on Thursday to hear honourable members vie with one another as to who had the better knowledge of the "lower orders." Such diverting discussions would be more entertaining if there were a Keir Hardie or a Will Crooks in the assembly to confirm the impressions of the gentlemen.

Easter is drawing nigh. Special eggs are already on view.

The British section of the Kowloon-Canton Railway is to be opened in less than four months' time. When one sees the amount of work still to be done in the neighbourhood of the terminus it seems difficult to believe this; but the Managing Director seems to have little doubt about it, and we must take him at his word. But the cost of the undertaking! We have bought more than material and land and service; we have bought experience.

Another big undertaking is to be launched next week when the foundation stone of the University is to be laid. Hongkong ought to feel proud of the proposed educational centre and of the men who have made what looked like an impracticable scheme now an assured success.

Hongkong doesn't take its flower show as seriously as it should. It is practically the same limited number of exhibitors who come forward every year. Could not something be done to induce the Chinese, who are great lovers of flowers and born gardeners, and the other nationalities in our midst, to take a greater interest in the work of the Horticultural Society?

There is no pleasing some folks. At breakfast the subscriber remarked to his wife how convenient it was to have the *Daily Press* with its pages cut. She, however, good housewife, had her thoughts on other things, as she declared that it would not be so useful now for lining drawers or cupboards. And another has remarked that it does not come in so useful for cutting out patterns as before.

It is decidedly unfortunate that our visitors from Manila have had such a disagreeable experience of our weather. It has made the polo matches impossible since the first attempt, and it is to be hoped the visitors will have an opportunity of showing what they can do under American rules on China ponies before they leave.

There can be little doubt that we are influencing the Chinese among whom we live. Most of those caught gambling nowadays by the police are found using Western cards. The Chinese cards seem to be going out of fashion. What games they play I don't know. Most of them with their immovable countenances should do well at poker, especially as they have little to learn in the way of bluffing.

The second American invasion should commence to-day. It offers another opportunity for the "English spoken: American understood" joke.

RODERICK RANDOM.

YOKOHAMA SPECIE BANK.

We are officially authorized to state that a telegram has been received by the Hongkong Branch of the Yokohama Specie Bank to the effect that at the half-yearly meeting of shareholders held at the Head Office of the Bank, Yokohama, on the 10th instant, it was resolved to pay a dividend of 12 per cent. p.a. for the half-year ending the 31st December, 1909; to add to the Reserve Fund Yen 350,000, and to carry forward the sum of Yen 1,167,000 to the next account.

LOCAL SPORT.

HONGKONG CHALLENGE SHIELD.

Final.

BUFFS V. NAVAL YARD.

This great football event of the season took place on the Club Ground on Saturday afternoon. There was a large crowd present, the attendance being no doubt greater owing to other important sporting functions due to take place on Saturday being declared off on account of the inclement weather. Speculation was rife as to which team would carry off the local "blue riband," supporters of both teams being sanguine. When it became known that the Buffs would be without the services of their popular full back, Ryall, and that a new player named Baldry was the substitute, opinion was inclined to favour the chance of the Yardmen, as it was generally agreed that the strongest possible defence was necessary to keep the sailor quintette in hand. Shortly before the commencement of operations a strong breeze sprang up, blowing the length of the field and sufficiently gusty to spoil the game. Brown won the toss for the Yardmen and elected to play with the wind, defending the goal at the pavilion end. The teams lined up to time as follows:—

Yardmen:—Black, Cloke and Baldry; Dore, Wren and Cooper; Downs and Brewster; Taylor, Ryan and Barker.

Buffs:—Ryall; J. C. Joughin and Harding; Anderson, Brown and Macey; Wilks and Watkins; Read, Sullivan and Daldie.

Taylor set the ball in motion in the presence of about 4,000 spectators, and as the result of a combined effort on the left wing the ball travelled towards the Yardmen's goal, but Barker put it over the line. The Yardmen soon retaliated, and Watkins tested Black with a long shot, which he cleared without difficulty. Wild excitement prevailed when a lovely centre by Wilks was headed high and landed at the feet of Anderson. The latter shot, and Black saved, but Daldie netted. The point was not allowed, however, as the referee had ruled Watkins offside. From a free-kick, for a foul throw against Daldie, Cloke with a strong drive placed the ball well up the field to Taylor, and the latter carried it to within a few yards of goal before he was robbed by Harding. A foul against Taylor for bringing Sullivan low gave the Yardmen a good opening, but the kick was blocked by Harding, and the pressure was finally relieved by Read putting past. Brown was awarded deserved applause for cleverly kicking three of his opponents. A long drive by Brown was saved by Cloke at the expense of a corner, but nothing resulted. The Buffs at this juncture made good headway against the wind, and Ryall had some difficulty in clearing a shot by Taylor with Brewster dogging his steps. The advantage at this stage was all with the Soldiers, and several shots by Downs gave Ryall all he knew to handle. Taylor found a place in the net in an attempt to rush a goal when Ryall was handling the ball. From a kick taken by Brown for Cooper tripping Sullivan the Yardmen were again troubling the defence, and, continuing to press, forced Baldry to concede a corner. The wind was troubling both teams, but the Yardmen seemed to suffer most, as the effect of much of their short passing was nullified by the wind carrying the ball further than was intended. Brewster was conspicuous with one of his special runs, but he finished badly by sending the ball high over the bar. A combined effort by Sullivan and Read took the ball to within a few yards of the Soldiers' goal, and just as Sullivan seemed to have the goal at his mercy, Dore rushed in and sent the ball to touch. Cloke was playing a grand game, and on many occasions his strong kicking gave the Soldiers forwards good openings. Just before the whistle sounded for the interval Brewster netted from a pass from Taylor, but offside nullified the point. Half-time result: Buffs, 0; Naval Yard, 0.

For the first few minutes of the second half play was confined to middle without either team having any advantage, but eventually the Yardmen adapted themselves to the altered conditions, and Black had his hands full with shots by Read and Watkins. Play was soon transferred to the Yard half, and from a well placed pass by Taylor Brewster tested Ryall with a ground shot. Continuing to press the Soldiers played like winners, and Downs had hard lines with a shot from the wing, the ball passing along the front of the goal. Selfishness on the part of Read spoiled a good chance for his team, and Cooper sent the ball to Brewster, who passed to Taylor, who in his turn tried to beat Ryall by placing in the corner of the goal, but Ryall saved by putting the ball to corner. With the advantage of the wind behind them the Soldiers kept up the pressure, and time after time when a goal seemed certain Ryall saved, sometimes very luckily. Buffs were having the best of exchanges, but the wind spoiled the shooting, and again and again the ball went high over the bar. The increasing force of the wind did not give the Yardmen much chance to get ahead, but many opportunities went begging through selfishness on the part of the forwards, Sullivan being the principal offender in this respect. The Yard goal had two narrow escapes within a few minutes, a bad miskick by Harding giving Downs a good chance, and Brewster kicking high over the bar with the goal at his mercy. Two corners fell to the lot of the Soldiers in quick succession, but both were fruitless, although on both occasions the goal had a narrow escape. A sand-dancing exhibition on the part of Sullivan gave Watkins the opportunity, and in the ensuing melee in front of the Buff goal Read was injured, but he soon recovered. A centre by Daldie was well saved by Black, but how Anderson failed to find the net from the rebound is a mystery. Watkins had to be carried off the field, having been injured as the result of a heavy

fall when on the run, and the handspike was soon apparent, as play was for a time confined to the Yardmen's territory. Ryall was having a day on, and try as they would the Buffs could not beat him, and time was called with the result still the same: Buffs, 0; Naval Yard, 0.

Some discussion took place as to what was to be done, the Yardmen naturally being reluctant to carry on, as they only had ten players. Watkins was unable to return to the field owing to his injuries being of a serious nature. Finally the Yardmen were persuaded to carry on, as they were assured that the rules of the competition enforced extra time being played. The only clause in the rules which affects this particular case reads: "In the case of a draw, extra time not exceeding a quarter of an hour each way may be ordered by the referee at his discretion," so that presumably the referee was the deciding factor. The decision to carry on did not meet with general approval, as was evident by the stilled applause which greeted the decision.

The spin of the coin again favoured the Yardmen, and again they opened with the wind behind. From the place-kick Sullivan and Read gave a magnificent exposition of the short passing combination, but this was overdone and Cloke spoiled the effort. The Yard goal had a narrow escape, Ryall luckily being in the way of a shot from Brewster when he was recovering from having effected a magnificent save from Taylor. A penalty kick was awarded for an infringement within the area, but what the infringement was was not evident from the Press box, and did not seem to be apparent to a large section of the spectators, judging by the general remarks. The kick was taken by Taylor, and Ryall was again in the way. The interval arrived without any scoring.

On resuming the Soldiers took matters in hand and did everything but score, a bombardment of shots raining almost incessantly on the Yardmen's goal. A few minutes before the finish Read got away on his own and was just on the point of scoring when he was brought low. The whistle sounded for an infringement, and to the surprise of everyone a free-kick was awarded to the Soldiers. That a penalty should have been awarded would certainly have been rough luck on the Buffs after having so much of the game, but it certainly would be interesting to learn what the free-kick was for. Time arrived with the result still standing: Buffs, 0; Naval Yard, 0.

LEAGUE CRICKET.

CRANFORD V. CIVIL SERVICE.
This League match was played on Saturday, and resulted as follows:—

CIVIL SERVICE.			
R. E. O. Bird, b. Lammert	12		
R. E. W. Mitchell, b. Lammert	9		
A. R. Sutcliffe, b. Phillips, b. Currie	26		
P. T. Lambie, b. Currie	18		
R. O. Hutchison, b. Currie	19		
H. W. Peterson, b. Lammert, b. Peterson	7		
E. W. Dawson, b. Currie, b. Peterson	9		
J. Mackay, b. Peterson	0		
W. H. Woolley, not out	11		
Extras	11		
Total	95		

Bowling Analysis.			
Lammert	8	0	25
Currie	12	2	26
N. H. Peterson	4	0	13

CRANFORD.			
W. H. Virens, b. Hutchison	31		
R. A. Carruth, b. Hutchison	4		
R. E. W. Mitchell, b. Bird	4		
H. W. Peterson, b. Woolley, b. Bird	4		
R. Bass, b. Sutcliffe, b. Bird	22		
L. A. Rose, not out	16		
R. E. W. Mitchell, not out	0		
J. D. Norris, b. Phillips, b. Currie and C. H. Higginbottom did not bat.	1		
Extras	12		
Total	109		

Bowling Analysis.			
R. E. O. Bird	10	1	40
R. O. Hutchison	9	1	29
A. Sutcliffe	3	0	20

THE REGATTA.

Owing to the unfavourable weather which prevailed on Saturday, the Hongkong Regatta meeting had to be postponed. By the time for the starting of the first event a strong, bleak wind swept the course and the reclamation, and the choppy sea and strong tide running made it impossible for rowing boats to negotiate the course. As a consequence the Chairman of the Committee, Commander Basil Taylor, R.N., decided that all events should be postponed. A meeting will be held at the Harbour Office this afternoon, when the Committee will decide on another date for the holding of the Regatta.

SUCCESSFUL BOXING TOURNAMENT.

The boxing tournament held in the Theatre Royal on Saturday night was the most successful of the many splendid shows which have been recently promoted by Mr. R. H. Whitaker. That boxing is a popular sport, when run on fair and square lines, was made manifest by the exceptionally large attendance at Saturday night's competitions. It is a long time since the City Hall was so densely packed with spectators, all of whom received more than their money's worth in the many keen contests which took place. The attendants included the Hon. Sir Henry May, His Excellency Major-General Broadwood, His Honour the Chief Justice, His Honour the Police Judge, the Hon. Mr. W. J. Gresson and many other prominent citizens, while, for the first time in many fights, a number of Chinese gentlemen patronised the ring-side. Captain Groves-Baines of the Buffs refereed the main event, while Mr. Jack "Denney" was in charge of the preliminaries. The timekeepers, as usual, were Messrs. Kelly and Bond, and in the principal fight they were checked by an officer of the U.S.S. *Wilkinson*. Mr. W. Lochrane was master of ceremonies.

THE PRELIMINARIES.

The first event was a six-round contest between Gunner Lochrane of the 87th Coy. R.G.A., 9th, 12th, and Drummer Bouchier of the Buffs,

9th, 12th. The drummer proved far too clever for the gunner, and in the second round sent his opponent to the boards with a right swing. Lochrane came up after a breather, but another nasty right sent him down once more, and ended the fight.

Gunner Bouchier of the 88th Coy. R.G.A., then met Stoker Biggins of H.M.S. *Zeus* to fight the best of six two-minute rounds. With the sounding of the gong the principals clashed, and the fight proved a willing one throughout. Biggins proved an exceptionally slippery customer, and in the first round warned Bouchier to be on his guard when coming out of a clinch by landing a heavy right swing to the jaw. In the fourth round the stoker placed another heavy right on his opponent's point, and the effect was visible. In the fifth round both men scored in the exchanges, while in the sixth the stoker was doing smart work with his left when the gong sounded. The result was a draw.

Then came a fight of fifteen two-minute rounds for the middleweight supremacy of the City station. The claimants for the title were Gunner Arundel, 88th Coy. R.G.A., 10th, 3th, and Artificer Hudson of H.M.S. *Zeus*, 10th, 4th, while Seaman Willis of H.M.S. *Admiral* challenged the winner for \$1,000 aside. Sergeant Piggott of the R.G.A. here announced that he was ready to meet Willis; or any other middleweight, for any amount.

During his stay in Hongkong, Arundel has had a long list of successes in the prize ring, but he came nearer to defeat on Saturday night than in any of his previous fights. Hudson, who is a local arrival, is a decided acquisition to the local band of exponents of the manly art. He has science, he has grit, and he showed in his maiden fight here that he is capable of taking an extraordinary amount of punishment. Arundel is faster, but his blows lack the "ginger" of the other man. During the first four rounds of the contest he scored repeatedly with his left, but beyond detracting from the beauty of his looks, Arundel did not stay the progress of the artifice in the least. Hudson stood gamely up to his punishment, and it soon became apparent that he was manoeuvring for an opening. This came in the fifth round, when he landed a heavy right swing on Arundel's point which sent the gunner to the boards. Arundel took advantage of the count, but even as he arose the effect of the blow was apparent, and it is doubtful whether the fight would not have been ended there and then but for the welcome sound of the gong. Arundel came up fresh in the sixth round, and his previous experience made him wary of that dangerous right. Nine fast and exciting rounds followed, Arundel doing effective work with his proppery left, which he varied with an occasional right to the head. Hudson retaliated with powerful rights to the kidneys, which told their tale on his opponent. When the referee announced his decision, "a draw," the spectators manifested their appreciation of the excellent fight in an uproarious manner.

LEWIS V. SIMMS.

The main attraction on Saturday night was undoubtedly the big fight between Bill Lewis, the welterweight champion of the Orient, and Battling Simms, the clever coloured boxer from the U.S.S. *Wilkinson*. The fight, which was twenty-five three-minute rounds, was for a purse of \$1,000, \$750 to go to the winner and \$250 to the loser, or in the event of a draw, the purse to be equally divided. The conditions required the men to weigh in at the ringside at 148 lbs. or under, and there was a forfeit of \$125 by either competitor who exceeded this weight. The men were weighed in before the fight, and it was announced that Simms was 21b. overweight, consequently he forfeited the amount stated. Lewis was generally considered a certainty for a win, but it was not expected that Simms would put up the grand fight he did, nor that he would last the full twenty-five rounds with the clever Australian. He did, however, and although badly damaged, had plenty of "go" left in him at the finish. So fast and exciting was the fight throughout, and so keen was the interest of the spectators, that when the "last round" was announced many scarcely realised that the contest had gone so far. Lewis entered the ring first, to the accompaniment of a rousing cheer, and a second hearty greeting announced the entrance of Simms. Compared with the negro in physique, Lewis did not show to advantage, for while the muscles on the arms and shoulders of Simms stood out like cables, there appeared to be nothing extraordinary in the development of the Colonial. But this was only appearance, for there is a suppleness about the limbs of Lewis which bespeaks agility and strength, and these qualifications were made manifest throughout the fight. Simms had an advantage in height, weight, strength and reach, but Lewis struck the balance with his superior science. Opinion ran strong as to the possibility of the fight being lost on a foul, and Captain Groves-Baines was supposed to hold an unenviable position. But the contest was as fair as any that have taken place in the City Hall, and only once was Simms cautioned to keep his gloves closed. The men always took clean and the referee had a much easier task than he probably expected. The first couple of rounds were "feeling" and in the third Simms, thinking he had the measure of his opponent, followed a left drive for the head with a right swing. Without stopping back Lewis cleared, and Simms, keeping a wary eye on his opponent's famous left, was reminded that he could also upstart with the right to some effect by receiving a nasty jolt from that hand on the jaw. For the greater part of the fight Lewis kept Simms confined to the corner which had proved so disastrous to Coleman. In the sixth round, while feinting in this corner, Simms rushed him, placing two powerful left swings on the face and following with a straight right. Simms was smiling sweetly when he came up in the next round, but a right hook from Lewis, which

opened the left cheek, made him serious, and all signs of mirth passed as a heavy right landed on his ribs. Simms retaliated with a right swing to the side of the head, after which he stopped a right uppercut. In rounds nine to thirteen Simms' face was a study, but whether his contortions were the effect of contempt or astonishment it would be difficult to say. Certain it is, however, that the left of Lewis was playing on the sore cheek and gradually closing the American's left eye, while time after time the vicious right swung by Simms was stopped by the Australian's glove, while the left drives of the coloured fighter glided harmlessly past their mark. Simms is very active, and displayed a guard which it would be thought was almost impossible to penetrate. Lewis, however, found a way, which was a great surprise to his opponent as to the spectators. On several occasions his left uppercut cleared all obstacles, and coming in contact with the American's bent head, jolted it upward. By this time Simms' left eye was almost closed and his face showed the result of the handiwork of Lewis. But he was still fresh, and a whisper went round that he was going "to shake things up." He did, but not in the way his followers expected. He rushed the little white man, mainly in swing, drive and uppercut, but for every blow he scored Lewis returned at least six, and outpointed the American round after round. In the nineteenth round Simms rushed his opponent, and after a number of exchanges which were not in his favour he landed a straight left on Lewis' jaw, probably his best hit during the fight. It was not powerful enough to stop the Australian, but it encouraged Simms to follow up what appeared to be an advantage, and during the next few rounds he put in more work than in any previous three minutes. But his sleep-dealing blows were stopped by a clever guard, or passed harmlessly by the point of the lynx-eyed champion. Lewis was sending home his right uppercut with effect in the twenty-second round, when Simms' right swung out, catching him on the side of the head and sending him to the boards. Before the American realised it, however, he was on his feet again, and forcing the fighting. The remaining three rounds were fought with as much vigour as the opening ones, both men still having plenty of stamina. Lewis, as usual, was unmarked, but Simms' left eye was scarcely visible, while his lips were twice their natural size. He fought gamely to the end, however, although he appeared a little distressed in the final round. There can be no doubt that the Battler is the best man against whom Lewis has been pitted in Hongkong. He fought a fair, clean fight throughout, and there is no doubt that he put up an excellent battle against his more skilful opponent, but he was outpointed throughout, and so apparent was the superiority of the Australian that it was scarcely necessary for the referee to have announced "Lewis wins." The announcement was received with great applause, which increased as conqueror and conquered shook hands.

THE JAPAN-BRITISH EXHIBITION.

Among the collections which are to be shown at the Japan-British Exhibition at Shepherd's Bush this year are Mrs. Tamekichi Sawano's relics of the Russo-Japanese war. The collection consists of a number of articles captured by Japanese soldiers on the battlefield, and was presented to Mrs. Sawano in recognition of her work for the troops. Before the war Mrs. Sawano had established a tailoring school and had devoted herself to teaching dressmaking to orphans and poor children. When the war broke out she temporarily suspended the school and began to visit the sick and wounded soldiers and their families. She made 50,000 flags, 50,000 pairs of stockings, and the same number of fans, and distributed them among the soldiers who passed the Sanyama station on their way to the front. The letters which she wrote to the troops were so full of cheer and comfort that they were numbered 15,460 and weighed about 135lb. The Government conferred upon her a medal and the Japanese Order of Distinguished Service. Her collection is to be shown at the suggestion of the Department of the Interior.

NEW LAND FOUND.

SEVEN HANDSHIPS OF FRENCH POLAR EXPLORATION.

A Press telegram from Punta Arenas (Magellan Straits), dated Feb. 12th, says:—*The Pourquoi Pas*, Dr. Charcot's ship, met with a series of accidents from the very start. On reaching the ice region she stranded on the coast of Graham Land, and three days passed before she could be refloated. On resuming her voyage she was in constant collision with icebergs, and lost her rudder, which was ripped off by the pressure of the pack. The constant collisions with her seriously strained the ship, which sprang a leak that proved impossible to repair. This led in water at the rate of two tons an hour, and the pumps were working incessantly throughout the voyage. Moreover, the crew suffered from scurvy and heart trouble. Nevertheless, the expedition was completely successful from a scientific point of view. Numerous trips were made over the ice. In these it proved impossible to use automobiles owing to the bad state of the ice. The sea-going qualities of the *Pourquoi Pas* were further severely tested on the return voyage, terrible tempests being experienced as far as the Straits of Magellan. The vessel had to put into a natural harbour and remain two days to repair her engines. The shortage of food and coal, the damage sustained by the ship, and the fatigue of the men after their extraordinary hardships necessitated the return of the expedition.

According to advice received Dr. Charcot's Antarctic expedition reached latitude 70deg. South, longitude 125deg. West. The explorers discovered a stretch of new land 120 miles long and south of Alexander First Land. In an interview with Reuters' representative, Sir Ernest Shackleton, discussing Dr. Charcot's work, said:—

"It is very interesting to note that Charcot has evidently discovered the coast of Graham's Land and Alexander First Land, a region in which vessels have previously been stopped by pack ice. The discovery of new land to the west and south of Alexander First Land is particularly important, as this goes to link up this part of the continent with King Edward Seventh Land."

BILLIARDS.

HONGKONG CHAMPION AND THE AMATEUR CHAMPIONSHIP.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 18th.
Mr. E. H. Hinds, the billiard champion of Hongkong, who has been home only a few weeks, has not put off any time in bringing himself before the billiard world. He has come up to town from Bournemouth to compete in the Qualifying Competition for the Amateur Championship under the auspices of the Billiard Association, which is being held at Ormeau Sons' Saloon in Soho Square, and during his stay in town is the guest of Mr. Dixon, the President of the Billiard Association.

Mr. Hinds had a bye in the first round, and in the fourth heat, in the second, had to meet Mr. "J. Field." The Hongkong man did not waste any time. He rattled up 100 in less than a quarter of an hour, with a 35 break in it. His opponent was obviously nervous—a good player, with some very pretty strokes. But Mr. Hinds was just as stylish, though I have seen him make bigger breaks and play a better all round game in the Hongkong Club. He followed up his 35 with 59, and ran up a pretty 24, when he fouled and had to give way for his opponent. This was rather unfortunate, as the balls were in good position, and he appeared going for a big break. Twice if not three times the referee had to pull him up for fouling when addressing "the ball." His next long innings was a 31. He broke down at a somewhat difficult cannon. The game was called 201 to 94 in Mr. Hinds' favour. He continued at a steady rate of progression without making any long breaks, and frequently murmurs of approbation ran round the room as he succeeded in pulling himself out of a difficult position or made a particularly stylish shot. His red losers into the middle pockets were varied by occasional cannons, and once he scored a cannon from what looked a safe double baulk. A 37 was made up mostly of red losers, and a 32 which followed of all-round cannons and losing hazards of both balls. Mr. "Field" appeared to have a penchant for putting down the white when ever he got a chance, as much to his own disadvantage, it seemed, as to Mr. Hinds, for the Hongkong player quickly showed him that there were few "safe" places when it came to safety tactics.

The marker called the game 373 to 173 in Mr. Hinds' favour, and it was clearly to be seen that the heat was as good as lost and won. Do what he could, however, the leader could not get into the forties, though I heard one of the Pressmen whisper to a colleague that Mr. Hinds would make the first 100 break in the competition. Several times he seemed set for it, but playing somewhat carelessly he would miss an easy shot and break down. The balls did not run too kindly for him, however, —that has to be remembered—and he had to make every opening for himself. Another 37 helped him along, and then the game was called 455 to 201. Mr. "Field's" biggest break at the afternoon session was 22, and even then he owed something to luck, for he had a fluke in it. In less than an hour and a half, Mr. Hinds had reached 500 with an unfinished break, and the adjournment was taken with the score:—Mr. Hinds, 500; Mr. "Field," 230.

The leader had averaged over 10 points per innings. At night Mr. Hinds at the outset was again very consistent, marking up 20 (from 9 unfinished); 29, 22, 24, 21, and 56; the last a neat spot and affair, and he ran out an easy winner by 603 points with a grand 102 (unfinished). Mr. "Field" fared very badly, and although bringing off several really brilliant shots, he could not quite get the "hang" of things. Indeed, his best breaks during the evening were 17, 14, and 15; but luck, it may be added, was dead against him. Mr. Hinds' figures worked out to a triple under 12 which is well up to the average in these games. Final scores:—

E. H. HINDS 1,000
J. "FIELD" 322

Mr. Sydenham Dixon was referee and Harry Orme called the scores.

A standard table was used and ivory balls. *The Sporting Life* says:—"The century effort, the first in the London competition this season, was a beautiful all-round break, and distinguished by the almost perfect strength with which every stroke was negotiated, and the great pace of his scoring."

Among the former Hongkong men who were present to see Mr. Hinds play were Mr. A. G. Morris, Mr. T. H. Reid, Mr. Ellison, and Mr. C. P. Chasler.

Mr. Hinds meets Mr. E. H. Burridge in the eighth heat, or semi-final, on Tuesday, the 22nd inst., and it is confidently expected that he will win and will have to play Mr. A. W. T. Goode in the final. If he does it is anticipated that the contest will be a stiff one, for though another competitor (Mr. Diehl) has made a break of 70, the opinion of those who have seen the whole of the competitors play is that Mr. Hinds is a coming champion. He will have to play much better than he did this afternoon, however, if he is to beat the present holder of the championship, Major Fleming, who was a prominent player in Buenos before he came home to win championship honours.

It should be explained that the present Qualifying Competition is only one of six held to select the players for the competition proper, which begins at Glasgow on Monday, February 23. In the competition proper the winners of the amateur championships of Scotland, Ireland and Wales, as well as the winners of the qualifying competitions in London, Bradford and Camborne are entrants in the London section.

[Our special telegram from London, dated February 22nd, stated that Mr. Hinds had won in the qualifying competition, and presumably he is playing at Glasgow.—Ed.]

SIR HENRY BLAKE ON IRISH ASPIRATIONS.

The following letter from Sir Henry Blake, formerly Governor of Hongkong, appears in the *Times* of the 7th ult.:

Sir,—In his letter appearing in *The Times* of the 1st inst., Sir West Ridgeway assumes that the Ireland of to-day is the Ireland of the days when he held the office of Under-Secretary; that it is futile to expect that Mr. Redmond's party will oppose the Budget, and, therefore, that until the Free Trade and Customs duties of England, with Scotland and Wales, are converted into Tariff Reform will be impossible without the risk of something like civil war.

To those who, like myself, have returned to Ireland after an absence of a quarter of a century, the difference in the temper and aspirations of the Irish people is very apparent, and that difference has become articulated by the election of Mr. O'Brien and his following of Independent Nationalists, who have cast off the bands of American wirepullers and emerge as a party no longer dependent upon Irish-American subscriptions.

Sir West Ridgeway states that the *raison d'être* of this party is a forcible hatred of England. In this assumption he is mistaken. It is probable that, in common with, unfortunately, a considerable number of Irish people of all classes, Mr. O'Brien and his party are animated by dislike of England, whose Liberal Governments during 30 years have displayed a feebleness in Irish policy that has created contempt on one side and something akin to despair on the other; but the declared policy of Mr. O'Brien is primarily to secure that the arrangements made by the Irish Land Act of 1903 shall be adhered to so that the land purchase that has for better or worse been decided to be necessary for Ireland's peace shall not be stayed, as it must be under the provisions of the Act of last Session. He desires to heal the wounds of the sectarian and class war of 30 years, and to induce, if possible, the landlords who have sold their properties to remain in the country where their presence, by the income of their purchase money, may of some extent counteract the depletion of 200 millions sterling that must within 63 years be paid over to an absentee creditor in the shape of the British Treasury—a drain that if not compensated in some way must ultimately bleed Ireland to pallor.

Sir West Ridgeway also assumes that Mr. Redmond's party will support the Budget in return for a Home Rule measure that will satisfy their demands. Mr. Redmond is, however, in a critical position. The Irish farmers bitterly desire Protection, and are, therefore, warmly in favour of Tariff Reform. They have not yet fully realized the effect of sections 7 and 8 of the late Finance Bill upon the farmer owning over 50 acres who, having purchased his holding, desires to sell his interest; but the knowledge is spreading, and those classes, with the largely-increased duties on spirits that must seriously affect the growers of barley and oats, have excitedly rejected by a vote of 100 to 40 the measure so warmly recommended. If Mr. Redmond does not oppose them he will have to face an irate people, with consequences that may lead to the ultimate benefit of Ireland.

Lord and brave as platform speeches may be, the truth is that the farmers of Ireland do not want Home Rule. It is a term that requires definition, and the definitions given by Mr. Redmond and other Irish Nationalist speakers on different sides of the Atlantic are so varied as to make it impossible to understand what such local county and municipal governments as fully and freely as England, Scotland, or Wales, with one exception, that the constabulary force is controlled by the Government and paid by the British Treasury. The Home Rule of the extremists is Ireland a separate nation; that of the Bill passed by the House of Commons, but rejected by the British people in 1893, gave to the Irish Parliament less power than that enjoyed by any one of our Crown Colonies; the measure so contemptuously rejected by the Nationalist Convention in Dublin last year contemplated a central body, with the elected element selected from the various county councils; but it is probable that any Home Rule measure creating a Parliament in Dublin will involve the payment of all Irish charges from taxes to be raised by the new Irish Government, including the money paid for old-age pensions, while the position of the Imperial Government as the guarantor of the Irish Land stock would have to be reconsidered. That such a measure would be financially disastrous to Ireland will be apparent if it be brought forward and fully debated, and with the knowledge of what the Irish people would lose will come the realization of the financial folly of the proposal.

The portion of Sir West Ridgeway's letter dealing with the House of Lords contains, it appears to me, a misapprehension of the attitude of the Peers as to the control of finance by the House of Commons. The Bill was rejected on grounds apart from finance. Probably the House of Lords may adopt reform from within, but, however theoretically imperfect it may be, it is the oldest Second Chamber in the world, and has done its work so as to command the confidence of the Empire at large. Those who now speak so confidently of its destruction will find that, unlike the walls of Jericho, it will not fall before the blasts of the brazen trumpets that have been blown upon so many platforms in the hurly-burly of the past month.—I am, Sir, your obedient servant,

HENRY A. BLAKE.

Myrtle Grove, Youghal, Ireland, Feb. 3.

WHISTLING AND WORK.

Whistling has been called an evidence of cheerfulness. But most normal persons will pronounce the cheerful whistler an unmitigated nuisance. It is not to be assumed that the cheerful whistler is a willing worker—upon the contrary, whistling may be taken as evidence presumptive of a vacant mind. The act of whistling is difficult. The whistle whistler is expert and commands money at the ticket office. The ordinary unconscious whistler drives unwilling listeners to distraction. He is an irritant.

This explains why an applicant for a position was rejected at the office to which he was recommended. Not only did he whistle while waiting, but he whistled "Auld Lang Syne." The employer decided promptly that the whistler would not fill the job. Perhaps had the whistler whistled "A Hot Time" and whistled it well, as an indication of an alert disposition, of readiness to think and act quickly, of ability to hustle and to make his surroundings colorful by friction with hard work. But his selection of an air of sentimental reminiscence caused the inference that his mind was dwelling in the past rather than in the living, active present. But it were better not to whistle at all when applying for a job or while holding it down. This will manifest a regard for the sensibilities of others and a constant consciousness upon immediate affairs, however prosaic and un-musical they may be.—*Washington Herald*.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12.

Telegraphic Address: PAGES CODES: A.B.C. 5th Ed-Lieber's.

NEW ADVERTISEMENTS



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a TEMPORARY PIER over CROWN FORESHORE at end of Soy Street, Mongkok, to be held at the Office of the PUBLIC WORKS DEPARTMENT by Order of His Excellency the GOVERNOR, THIS DAY (MONDAY), the 14th day of March, 1910, at 3 P.M., for a term of 1 year commencing from the 1st day of April, 1910. [399]

PARTICULARS OF THE PIER.

Position.	Dimensions of Site.	Upset Price.
At end of Soy St., Mongkok (1,000 square feet).	100 by 10' (1,000 square feet).	\$100.



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be used as a Shop, Office or Godown, and must be THOROUGHLY cleaned and LIMEWASHED throughout by the owners during the months of February and March.

N.B.—The word "thoroughly" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Curbicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street. The Government Lime-washing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.05 per floor, on application being made to the Secretary of the Sanitary Board.

W. BOWEN-BOWLANDS, Secretary.

Dated this 1st day of March, 1910. [397]

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Company's Steamship "GLAMORGANSHIRE," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th March, at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 3rd March. No Claims will be admitted after goods have left the godown nor will they be recognized if presented after 10 days of receipt of arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th March, 1910. [309]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship

"CAPRI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 22nd inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 12th March, 1910. [4]

PUBLIC COMPANIES

THE CHINA-BORNEO CO., LTD.
NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, TO-MORROW (TUESDAY), the 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 28th February, 1910. [346]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, Deciding a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 3rd March, 1910. [357]

GEO. FENWICK & CO., LTD.

THE TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held in the Hongkong Hotel on SATURDAY, the 19th day of March, 1910, at 12 Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th until 19th March, both days inclusive.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.
Hongkong, 11th March, 1910. [394]

CHINA SUGAR REFINING CO., LTD.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Peddar's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 4th March, 1910. [369]

LUZON SUGAR REFINING CO., LTD.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Peddar's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 4th March, 1910. [370]

HONGKONG HOTEL COMPANY, LTD.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 26th March, 1910, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1909, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 25th March, both days inclusive.

By Order of the Board,
A. F. DAVIES,
Manager.
Hongkong, 10th March, 1910. [395]

GREEN ISLAND CEMENT CO., LTD.

THE SEVENTEENTH HALF-YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, TO-MORROW (TUESDAY), the 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

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THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 28th February, 1910. [346]

JARDINE, MATHESON & Co., Ltd.

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JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 4th March, 1910. [370]

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Hongkong, 4th March, 1910. [370]

HONGKONG HOTEL COMPANY, LTD.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 26th March, 1910, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1909, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 25th March, both days inclusive.

By Order of the Board,
A. F. DAVIES,
Manager.
Hongkong, 10th March, 1910. [395]

AUCTIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have instructions to Sell by Public Auction TO-DAY (MONDAY), the 14th March, 1910, at 12 o'clock Noon, at their Auction Rooms, No. 8, Des Voeux Road (Corner of Lee House Street),

THE VALUABLE LEASEHOLD PROPERTY in Two Lots Nos. 20 and 21, PRAXA KENNEDY TOWN Nos. 454, 456, 458, 460 and 462, DES VOEUX ROAD, WEST, VICTORIA, HONGKONG.

The Property comprising LOT 1 is registered in the Land Office as MARINE LOT NUMBER TWO HUNDRED AND SIXTY-THREE, and is held for the residue of a term of 999 years from the 24th June, 1887, at a Crown Rent of \$135 per annum. Area 12,235 square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$800.

The Property comprising LOT 2 is registered in the Land Office as SECTIONS A, B, C, D and E of MARINE LOT NUMBER ONE HUNDRED AND TWENTY-SIX, and is held for the residue of a term of 999 years from the 24th December, 1855, at an appurtenant Crown Rent of \$78.50 per annum. Area 8,620 square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$400.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, DEACON, LOCKER & DEACON, 1, Des Voeux Road, Central, Victoria, Hongkong, and also from The Auctioneers.

Hongkong, 5th March, 1910. [368]

SPECIAL SALE

PUBLIC AUCTION

HIGH CLASS JEWELRY

DIRECT FROM LONDON.

THE Undersigned have received instructions to Sell by Public Auction, ON SATURDAY, the 19th March, 1910, from 10.45 A.M. to 12.30 P.M.,

ON TUESDAY,

the 22nd March, 1910, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road,

SINGAPORE, the following Jewellery:

DIAMOND AND RUBY EMERALD, OPAL,

TURQUOISE AND SAPPHIRE RINGS,

MARQUISE RINGS, GEMSET RINGS,

GOLD AND GOLD-FILLED BANGLES and

BRACELETS, GENT'S SOLID GOLD and

GOLD-FILLED WATCHES 8 and

ALBERTS, DIAMOND TIE PINS and

STUDS, LEVER WATCHES, OPEN-FACE

WATCH by Benson (cost \$25), 18-Carat

GOLD WATCH by Dent (cost \$40), GOLD-

FILLED REPEATER WATCHES, S.

WALLHAM WATCHES, LADIES' GOLD

JEWELLERY, BROOCHES, CHRONO

STOP WATCHES, NON-MAGNETIC

WATCHES, SILVER-BACKED COMBS,

BRUSHES and MIRRORS, CIGARETTE

CASES, GOLD-FRONTED LINKS and

STUDS, GOLD and GOLD-FILLED

EARRINGS, BROOCHES, HAT PINS,

SILVER BELTS, FILLED GLASSES,

SILVER-MOUNTED SCENT BOTTLES,

&c., &c.

AND

A few Lots of E.P. NICKEL SILVER

All Quality TABLE PLATE and

CUTLERY;

ALSO

SUNDRY IRISH LINENS.

Catalogues will be issued.

Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1910. [391]

ENTERTAINMENTS

THEATRE ROYAL.

COMMENCING:

ON FRIDAY, MARCH 18th,

and Until Further Notice.

THE

NEW No. 1

BANDMAN

OPERA CO.

50 LONDON ARTISTES 50

FRIDAY AND SATURDAY,

18th and 19th,

Robert Courtneidge's C at Success

"THE ARCADE ANS."

New Crowding the Shaftesbury Theatre, London

MONDAY AND TUESDAY,

21st and 22nd,

The Latest Gaiety Theatre (London) Success

"OUR MISS GIBBS."

\$3. \$2 AND \$1.

Plan of Seats Now Open at MOUTRIE & Co.

[380]

SALON-CINEMA THEATRE

WYNDHAM STREET (Opp. Post Office).

TWO PERFORMANCES DAILY

6.30 P.M. Half Price; 9.15 P.M. Full Price.

Reappearance of

MISS DORIS MAULEY.

MISS ADA KING, Ballad Singer.

CARL WALLNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS.

SPLENDID SEATING ACCOMMODATION.

MATINEES: (SATURDAY AND

SUNDAY, AT 4 P.M.)

[304]

ON-SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December,

1909. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 29th January, 1910.

TO LET

TO LET.

GODOWN, No. 4, PRAXA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st March, 1910. [90]

TO LET.

Nos. 52 and 69, CAINE ROAD.

Apply to—

HO U MING,

81, Queen's Road Central.

Hongkong, 8th December, 1909. [95]

TO LET.

King's Buildings.

OFFICES facing the Harbour from about

October at present in occupation of

Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st March, 1910. [89]

TO LET.

No. 4, DARROW TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN

PROCURATION.

Hongkong, 10th March, 1910. [383]

TO LET.

Nos. 19, 23 and 25, SHELLEY STREET,

new 5-Roomed Houses.

No. 15, QUEEN'S ROAD CENTRAL,

Top Floor, 5 ROOMS.

Furnished for 9 Months from 1st April, 3,

Century Crescent, Kennedy Road, 5 ROOMS,

well furnished, including Piano.

No. 9, BEACONSFIELD ARCADE (Shop),

BEACONSFIELD ARCADE, 1 Room on

1st Floor, suitable for Office.

For 6 months from 1st May, 1910, MOUNT

GOUGH, 119A PRAXA, Plantation Road, Fully

Furnished, 2 Sitting Rooms and 4 Bed and Bath

Rooms, and use of Tennis Court with other

PREMISES at SHAMSHEN, CANON, lately in

occupation of the Canton Kowloon Railway.

CHELTONDALE (furnished), No. 100, Peak,

1st April to 1st October, 1910.

LADDER, No. 9, Conduit Road, from

1st May, 1910.

No. 3, DES VOEUX VILLAS, No. 52,

Peak, from 1st April, 1910.

No. 5A, DUDDELL ST., 1st Floor, 1stly

Godown about 55 feet by 35 feet.

HOUSES in BELLIOSS TERRACE,

ROBINSON ROAD, newly painted and col-

orated, exceptionally cheap rentals.

FOR SALE—TWO CASES, at Peak, com-

manding a Magnificent View of the Harbour

and Adjacent Islands.

Apply to— LINDSEY & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 9th March, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
UNVARIED FOR THE SAME 70-YEAR AS IN 1740.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.
and from ALL WINE MERCHANTS. [46]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.
It is a Liquid Food in predigested form containing all the brain, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.
SIEMSEN & Co.,
Agents,
Hongkong, 14th December, 1909. [1519]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G, at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1905. [1514]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [38]

GRACA & CO.

27, DES VUEX ROAD.
Dealers in
ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.
JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Pictorial Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.
Inspection Invited. [110]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Store-keepers and Shipbuilders. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]



These tiny Capsules — superior to Copal, Cubebs, and Injections — CURE the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience.
Each Capsule bears the name. **PARIS, 8, rue Vivienne**
Sold by all Chemists.

NORWEGIAN SKIPPER SUE.

DISPUTE ABOUT OWNERSHIP OF SHIP'S FITTINGS.

The Chief Justice of the Straits Settlements has been engaged in hearing an action in which the firm of Sim Ben Seng sued Capt. Tellefsen for \$1,355 and such damages as the court should award. Mr. Upcott appeared for the plaintiffs, and Mr. G. S. Carver for the defendant.

Mr. Upcott stated that the plaintiffs were the charterers of the Norwegian steamer *Sofia*, of which defendant was the master. The plaintiffs had to put in expensive fittings for cattle, and when the charter expired, they paid the defendant \$150 to remove the fittings in the event that they did not re-charter the vessel, asking him to keep them on board till the question of the re-charter was settled and, in the event that the plaintiffs did not re-charter the vessel, to deliver them to plaintiffs. Defendant made what counsel described as the very strange defence for retaining the fittings, that they were not only given to him by plaintiffs but that he was paid \$150 in addition. Plaintiffs asked for the return of the fittings, or for their value, given as \$235, for the return of the \$150, for damages for detention of the fittings and for costs.

There was a good deal of evidence as to what transpired at interviews, and at the close of plaintiffs' case, Mr. Carver addressed the court on behalf of the defendant, saying that the plaintiffs' own evidence had shown that, in their opinion, it would have cost them \$700 or \$800 to remove the fittings, and their value would have been about \$450, as estimated by Mr. Chapman. It was, therefore, not at all surprising that the plaintiffs were willing to pay the captain \$150, and get the whole matter out of their hands. He submitted that the plaintiffs had no intention to put the fittings in any other ship, but were only anxious to get them off their hands. They were of little value anywhere excepting on the *Sofia*.

Capt. Tellefsen said that the *Sofia* was chartered by plaintiffs to carry cattle, the charter expiring on November 10. There was some talk about the steamer's going home. He was offered \$150 for the removal of the fittings, which he accepted, with the understanding that the fittings were his. His agents were Messrs. Bonsted & Co., for whom Mr. Latham acted. Mr. Latham suggested that they had better go back and make sure that the fittings were to be defendant's. This they did, and both the Israeli and towkay said that the fittings were to be defendant's. The boat was not then chartered, but the charter was fixed on the same day. The next day defendant was summoned to plaintiffs' office and they were asked for the fittings back again. Defendant refused to return them, saying that plaintiffs had given them to him. There was a talk about sending the fittings back, but defendant refused to have anything to do with that. It was agreed that defendant should keep the fittings up for a month.

Who do you reckon those fittings belong to at the present moment? asked Mr. Upcott. — They belong to me.

And you've still got the \$150? — Yes.

And you've still got the fittings worth \$200? — Yes.

And the estimated value you have received totals up to over \$1,100? — Yes.

And what have you done for all this? — Nothing, but they are worth nothing to me.

Do you mean to say those fittings are worth nothing to you? — Not to me personally.

What is your present charter for? — \$3,250 a month.

What would it be without the fittings? — I don't know.

Would not a cattle-ship with the fittings be worth more? — It is quite likely.

Defendant explained that perhaps he had no right to the fittings, which might be claimed by the owner. He might not be allowed to remove them. They might consider that he acted as their representative in accepting them.

Defendant had nothing to do personally with granting the new charter and could not say whether his possession of the fittings was an inducement or not. He knew that Mr. Latham, as broker for his agents, was trying to arrange a charter, but he did not then know that Mr. Latham wanted to be able to offer the ship with the fittings. The towkay asked the chief clerk to ask defendant if he could send the fittings back, and he replied that it could not be done. He understood that plaintiffs wanted to re-charter the vessel, if they could get it cheaper, but they wanted it for a very low price. Plaintiffs had paid him \$50 a month for looking after the bullocks. It was quite an understood thing that masters of cattle-ships should get such an allowance. If his ship did not carry cattle, he would be \$50 a month poorer.

Mr. Latham was also called.

After hearing the addresses of counsel, his Lordship gave judgment, saying this was one of the difficult cases in which positive statements on the facts were made on opposing sides of an opposite character. One of the things to be considered was the way the witnesses on each side corroborated each other. There were discrepancies between the statements of plaintiffs' witnesses, his Lordship pointed out. He thought that the probabilities were in favour of the defendant. It was impossible to listen to the evidence of Mr. Latham without being convinced that both parties understood what the agreement really was. "The court held that the plaintiffs had not established their case, and judgment was entered for defendant with costs."

AN EASTERN SHIPPING CASE.

JARDINE, MATHESON AND COMPANY (LIMITED) v. CLYDE SHIPPING COMPANY (LIMITED).

In the King's Bench Division of the High Court of Justice, London (before Mr. Justice Hamilton, sitting as Commercial Judge), last month an action was heard in which the plaintiffs, charterers of the *Kish*, sued the defendants, as owners of the vessel, for a declaration that they were entitled to the sum of \$246, money deposited by them with Parr & Bank (Limited) in London in respect of a cargo of soy beans, upon which the defendants had claimed to exercise a lien. The material facts and arguments are stated in the judgment.

Mr. Scrutton, K.C., and Mr. C. Robertson Dunlop appeared for the plaintiffs, and Mr. Baillie, K.C., and Mr. Stuart Bevan for the defendants.

Mr. Justice Hamilton, in the course of his judgment, said that at the end of May or beginning of June, 1909, a dispute arose at Dalry between the local representatives of the plaintiffs, who were shipping soy beans on board the defendant's vessel, *Kish*, and the captain of the *Kish*, who had his instructions from his owners. The point of the dispute was that the shipowners contended that having paid on board some 1,500 bags of beans they had satisfied their obligation under the charter-party of March 18, 1909, on which the action was brought, and were not bound to ship any more cargo. The captain raised the contention that he had a quantity of cargo space still unfilled, which could be filled without exceeding the ship's carrying capacity. The

captain demanded delivery of a further 360 tons, and as he refused to sign the bills of lading unless he had the amount of the dead freight paid on the extra 360 tons put on board, the representatives of the plaintiffs shipped 360 tons under protest. On arrival in this country the shipowners claimed their lien upon the 360 tons and claimed freight upon it. Their right to do so was disputed by the charterers upon the ground that they were not bound to ship it under the charter-party. By agreement, the amount in dispute was deposited in the bank in the joint names of the solicitors. The charterers brought this action to obtain a declaration that they were entitled to a return of the \$2470 10s. deposited, and alternatively for damages according to them for having had to buy 360 tons, and in respect of two items of damage. The first question is one of construction. The charter-party by clause 1 provided that "the said steamer shall, after completion of the present voyage, &c., proceed to load at Dalry a cargo of beans not less than 6,500 tons net in bulk weight of beans in bags as usual, which the said charterers bind themselves to ship not exceeding what she can reasonably stow and carry over and above her own business, tackle, &c." Now upon that clause the charterers say that it is in substance the same as in the case of "Miller v. Dornier" (5 Com. Cas. 175). They say the charter means, not a "full and complete cargo" of beans, but something else, as the omission of those well-known words means merely a cargo of beans, and they say that, as nobody can contend that it was not a cargo, their obligation was fulfilled by placing 7,500 bags on board. They contend that the words "not less than 6,500 tons" but not exceeding 7,000 tons" give them the option of shipping the greater or lesser quantity as they will. On the other hand, it is said by the plaintiffs that attention must not be paid to words which are not put in, but to words which are actually in the charter. The defendants also contend that the clause must be read in the light of the case of "Caffin v. Alridge" (1 Com. Cas. 181), and they say that looking at the provision by which the charterers bound themselves to ship a cargo not exceeding what the vessel could reasonably stow and carry, once the conclusion is arrived at that a cargo of beans means as much as the vessel can carry over and above her bunkers, &c., it is clear that that cannot mean a cargo of beans between 6,500 and 7,000 tons. He thought the construction put upon the document by the defendants was right, that a cargo of beans under this contract meant an entire loading of the vessel. It appeared to him that unless the omission of the words "full and complete cargo" distinguished the case—and he thought they did not—the point was concluded by authority, the authority of "Pott v. New Zealand Shipping Company" (1 Com. Cas. 114) and "Carlton S.S. Company v. Castle Mail Company" (2 Com. Cas. 173). So far he thought the defendants were right. Then attention was drawn to Clause 3:—"Cargo must on account be loaded in the hold of the ship, and above level deck, if ventilation is interfered with thereby, nor in ballast compartments, bunkers, or cabins, unless with written consent of charterers' agents." He found as a fact that a portion of the cargo had been loaded in a cross-bunker, and that led to another question of construction on Clause 8. It was suggested that the particular bunker was not a bunker within the meaning of Clause 8, the reason being that a clause from another form of charter-party used in connection with the carriage of rice, and well known in the East, was inserted in the *Kish* charter-party, and evidence was given which showed that rice was regularly stowed in compartments of this class, and it is therefore said that having regard to its origin, it is only a general clause not intended to exclude a cross-bunker. He had, however, to construe a particular charter. In his opinion the scope which was stipulated for in the earlier part of the charter was cut down by the express stipulation in Clause 1. The result was that the plaintiffs were entitled to the declaration prayed for.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 17th March	Freight and Passage.
LONDON VIA USUAL PORTS	MACEDONIA	Noon, 19th March	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	SUNDA	About 23rd March	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	SARDINIA	About 25th March	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 10th March, 1910.

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 15th Mar. 3 P.M.
HANKOW	"YUNNAN"	On 15th Mar. 4 P.M.
SHANGHAI	"CHENAN"	On 17th Mar. 4 P.M.
SHANGHAI	"LINAN"	On 20th Mar. 4 P.M.
MANILA, ZAMBOANGA, TRUSSARDI, ISLAND, COOKTOWN, CAIBEN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 21st Mar. 4 P.M.
MANILA	"TAMING"	On 22nd Mar. 3 P.M.
SHANGHAI	"ANHUI"	On 24th Mar. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th March, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & NINGPO	"CHONGKANG"	Tuesday, 15th Mar. D'light
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Mar. Noon
MANILA	"LOONGSANG"	Friday, 18th Mar. 4 P.M.
KOBE	"ONGSANG"	Friday, 18th Mar. 4 P.M.
TIENTSIN	"CHONGSHING"	Saturday, 19th Mar. Noon
MANILA	"FUENSANG"	Friday, 25th Mar. 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 1st April, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Monday, 4th April, Noon

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSAUNG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Ekoh. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 14th March, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to
MELOHERS & CO.,
AGENTS.
Hongkong, 28th February, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 15th Mar., at 10 A.M.
"HAIMUN"	SWATOW, AMOY and FOCHOW.	FRIDAY, 18th Mar., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 14th March, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA: S.S. ALESIA ... 25th March. S.S. ANDALUSIA ... 8th April. S.S. SILESIA ... 21st April.	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 25th March. FOR MARSSEILLES & HAMBURG: S.S. SLAVONIA ... 27th March. FOR ROTTERDAM & HAMBURG: S.S. SAMBLA ... 27th March. FOR MARSSEILLES & HAMBURG: S.S. SPEZIA ... 3rd April.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong, 11th March, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	June 25th, at Noon.
S.S. KIYO MARU	11,000 "	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MANSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thompson, 9,000	9,000	WEDNESDAY, 16th Mar., at Daylight.
	KANAGAWA MARU Capt. J. Nagao, 7,000	7,000	WEDNESDAY, 23rd Mar., at Daylight.
	HITACHI MARU Capt. N. Matheson, 7,000	7,000	WEDNESDAY, 30th Mar., at Daylight.
	MIYAZAKI MARU Capt. T. Murai, 9,000	9,000	WEDNESDAY, 13th April, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kori, 7,000	7,000	SATURDAY, 23rd April, from Kobe.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000	TUESDAY, 29th Mar., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. K. Kawara, 7,000	TUESDAY, 26th April, at Noon.
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000	FRIDAY, 18th March, at Noon.
	YAWATA MARU Capt. T. Sekino, 5,000	FRIDAY, 15th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	IYO MARU Capt. Harrison, 7,000	TUESDAY, 15th Mar., at Noon.
	YAWATA MARU Capt. T. Sekino, 5,000	WEDNESDAY, 16th Mar., at Noon.
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. A. Keith, 5,000	WEDNESDAY, 16th Mar., at Noon.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cape, 9,000	THURSDAY, 17th Mar., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes, 5,000	TUESDAY, 22nd March.

§ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 9th March, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. Fraser	Manila	On 19th Mar. Noon
ZAFIRO	2540	R. Rodger	Manila	On 26th Mar. Noon

For Freight or Passage apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th March, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—
15, DES VUEUX ROAD, HONGKONG.

Japan Office—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUIPANAS	JAVA	First half of Mar.	JAPAN	First half of Mar.
TUIBODAS	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TUIMAH	JAPAN	First half of Mar.	JAVA	Second half of Mar.
TUJIKINI	JAPAN	Second half of Mar.	JAVA	Second half of Mar.
TUJLIWONG	JAVA	First half of April	SHANGHAI	First half of April
TUJLATAP	JAVA	First half of April	JAPAN	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Yok Buildings, 1st Floor.
Hongkong, 10th March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito	6,178 6,382	WEDNESDAY, 23rd March at Noon WEDNESDAY, 20th April, at Noon.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. Suroda	THURSDAY, 17th Mar., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SHIPPING IN PORT.

STEAMERS.

ALINE WOERNER, British str., 1,449, J. D. Martin, 9th March—Saigon 4th March, Rice and General—Man Fat & Co.

ANTUNG, Norwegian str., 904, Ole O. Danielson, 7th March—Chinkiang 2nd Mar. Ground-nuts—Aagaard, Thorsen & Co.

CHANGCHOW, British str., 1,203, Ross Lewis, 8th March—Daly and Chefoo 1st March, Beans—Butterfield & Swire.

CHOYANG, British str., 1,421, M. Cartwright, 10th March—Shanghai via Swatow 9th March, General—Jardine, Matheson & Co.

EMPEROR OF JAPAN, British str., 3,039, W. Davison, R.N.E., 4th March—Vancouver 10th Feb. Mails and General—C. P. R. Co.

HONGKONG, French str., 739, A. Cornelissen, 11th Mar.—Haiphong 6th Mar. General—A. B. Marry.

HUBB, British str., 2,998, A. D. Moody, 10th March—Barr 27th January, Coal—Admiralty.

ICHANG, British str., 1,228, Thueben, 25th Feb.—Chinkiang 19th Feb., General—Butterfield & Swire.

ITSUKUWAKA MARU, Japanese str., 2,809, Katori, 11th March—Moji 4th March, Coal—Mitsui Bussan Kaisha.

KWANGSE, British str., 1,228, C. P. Cole, 10th March—Wakamatsu 4th March, Coal—Mitsui Bussan Kaisha.

LAHANG, British str., 2,225, E. J. Todd, 9th March—Singapore 3rd March, General—Jardine, Matheson & Co.

MANCHUWIA, American str., 8,750, A. Dixon, 7th March—San Francisco 8th February, General—P. M. S. S. Co.

PAOTING, British str., 1,270, Jones, 10th March—Saigon 4th March, Rice and Paddy—Butterfield & Swire.

PROVIDENCE, Norwegian str., 695, Cornallisen, 21st Feb.—Daly 15th February, Beans—Aagaard, Thorsen & Co.

PRUTH, British str., 2,067, Cass, 3rd March—Saigon 1st February, Salt—Doddrell & Co.

QUARTA, German str., 1,146, H. Madsen, 11th March—Cheribon 26th February, Sugar—Jardine, Matheson & Co.

SHAOHSING, British str., 1,307, McIntosh, 10th March—Saigon 5th March, Rice—Butterfield & Swire.

SHINKOKU MARU, Japanese str., 2,637, Seki, 8th March—Moji 2nd March, Coal—Ataka & Co.

SHINSHU MARU, Japanese str., 2,450, Otaki, 9th March—Moji 3rd March, Coal—Osaka Shosen Kaisha.

SZECHUEN, British str., 1,142, J. V. Sidford, 7th March—Daly 2nd March, Coal—Butterfield & Swire.

TACOMA MARU, Japanese str., 6,178, H. Yamamoto, 6th March—Manila 4th March, General—Osaka Shosen Kaisha.

TAIWAN, British str., 1,140, J. E. Lings, 5th March—Hongkong 3rd March, Coal and Cement—Bradley & Co.

TEAN, British str., 1,346, A. W. Osterbridge, 11th March—Manila 8th March, General—Butterfield & Swire.

TSINANFU, Chinese str., 1,451, Juliusen, 9th March—Saigon 5th March, Rice—Waller & Co.

WAKAMATSU MARU, Japanese str., 2,776, U. Akawa, 9th March—Wakamatsu 3rd Mar., Coal—Mitsui Bussan Kaisha.

YUKAWA, British str., 1,200, Jones, 2nd Mar.—Kure 25th Feb., Coal—Butterfield & Swire.

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO.,
HONGKONG.

HONGKONG TIDE TABLE.

From March 14th to 20th, 1910.

Day	Date	High Water.		Low Water.	
		Hour	Height	Hour	Height
Mon.	14	11 20	6 1	5 11	1 7
Tues.	15	11 30	6 0	5 10	1 6
Wed.	16	11 40	5 50	5 9	1 5
Thurs.	17	11 50	5 40	5 8	1 4
Fri.	18	12 0	5 30	5 7	1 3
Sat.	19	12 10	5 20	5 6	1 2
Sun.	20	12 20	5 10	5 5	1 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 18th.

	Pre. Day	On Day	On Date
Barometer	30.09	30.15	30.06
Temperature	61	63	63
Humidity	72	76	71
Wind Direction	W	E	E
Force	6	5	4
Weather	0	0	0

Highest open air Temperature on 18th..... 67°
Lowest open air Temperature on 18th..... 57°

